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TRANSMITTAL

TO: Kristin Higgins Vermont Agency of Transportation	DATE	PROJECT NO.
	4/24/2013	Jamaica ER-BRF 015-1 (23)

XX

WE ENCLOSE THE FOLLOWING:

UNDER SEPARATE COVER WE ARE SENDING THE FOLLOWING

COPIES	NUMBER	DESCRIPTION	CODE
1		Site Specific Traffic Control Plan - Revised 4/24/13	H

CODE:

A FOR INITIAL APPROVAL
B FOR FINAL APPROVAL
C APPROVED AS NOTED-RESUBMISSION REQUIRED
D APPROVED AS NOTED-RESUBMISSION NOT REQUIRED
E DISAPPROVED-RESUBMIT
F QUOTATION REQUESTED
G APPROVED

H FOR APPROVAL
I AS REQUESTED OR REQUIRED
J FOR USE IN ERECTION
K LETTER FOLLOWS
L FOR FIELD CHECK
M FOR YOUR USE

Rev 1

BY:



*Site Specific Traffic Control Plan
for the
Jamaica ER-BRF 015-1 (23)
Project*

Prepared By:
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P.O. Box 86
Windsor, Vermont 05089

April 4th 2013

Revised April 24th 2013



*Site Specific Traffic Control Plan
for
State of Vermont Project: Jamaica ER-BRF 015-1 (23)*

TABLE OF CONTENTS

General Project Description/Traffic Control NotesPage 2 - 3

Wingwall #1 Installation Plan View.....Page 4-5

VAOT Standards.....Page 6 - 12

JAMAICA ER-BRF 015-1 (23) TRAFFIC CONTROL PLAN

General Project Description:

Jamaica ER-BRF 015-1 (23) includes the replacement of Bridge 30 which is located in the Town of Jamaica on Vermont Route 30, Approximately 4.8 Miles South of the Northern junction of Vermont Route 100 and 30. There is currently a temporary bridge in place, off alignment, that was installed after Tropical Storm Irene. The new structure will be approximately 132 feet in length with 243 feet of roadway work. This project also involves the replacement of an existing box culvert. The new precast concrete box culvert will be approximately 85 feet in length.

During construction, traffic shall be maintained on the existing two-way temporary bridge located upstream of the proposed structure. Existing signage and barricades shall be maintained throughout the duration of the project. This detour shall remain in place until the replacement of Bridge 30 is complete and released to traffic.

The existing detour shall be inspected weekly and any improvements and/or changes shall be incorporated into this plan and an amendment shall be issued.

Requirements of the MUTCD and all applicable Agency Standard Drawings shall be adhered to. Where conflicts exist, the MUTCD shall govern.

Traffic Control Notes:

Phase 1 Excavation and Pile Installation: It is not expected that additional Traffic Control measures beyond the existing detour will be required. Flaggers shall be utilized when a high volume of truck traffic is experienced entering and exiting the site.

Phase 2 Concrete Placements: It is not expected that additional Traffic Control measures beyond the existing detour will be required for the majority of concrete placements. However, the existing temporary bridge approach and approach rail conflict with the proposed location of Wingwall #1 on the East end of the bridge.

In order to minimize interruption of traffic on the temporary bridge, Wingwall #1 shall be installed in two phases to include a precast portion spliced to the CIP Abutment below the existing roadway grade (See Wingwall #1 Installation Plan). Duration of this procedure is expected to be one day. One-way traffic shall be maintained on the temporary bridge using flaggers during the excavation, installation, and backfill stages. Two-way traffic shall be released only after the lane has been restored to pre-existing condition. The remainder of the Wingwall shall be installed after traffic is shifted to the permanent bridge structure.

See Wingwall #1 Installation Plan View (Page 4)

Phase 3 Structural Steel Erection: Flaggers shall be utilized at the intersection of Water Street and Route 30 as oversized loads of structural steel enter the site.

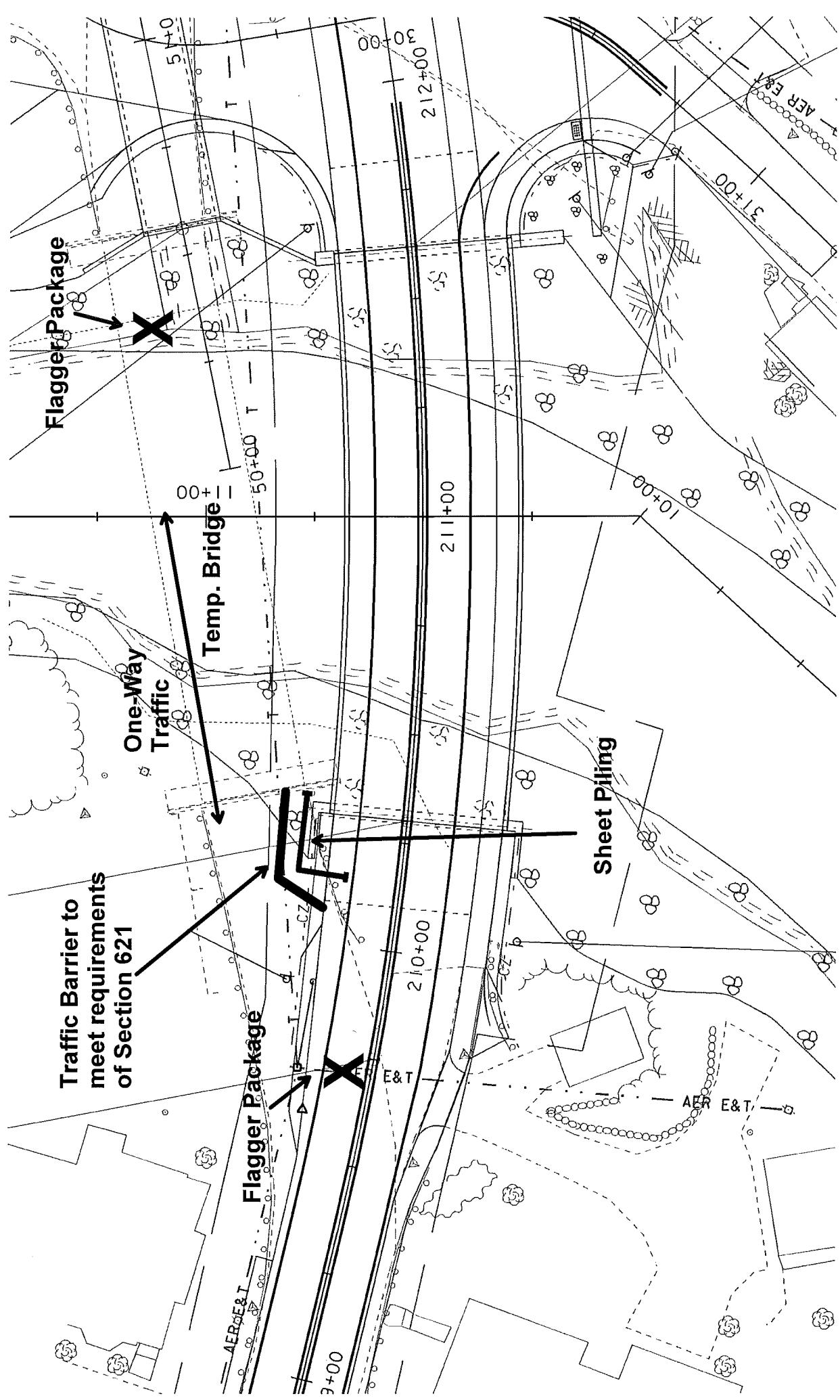
JAMAICA ER-BRF 015-1 (23) TRAFFIC CONTROL PLAN

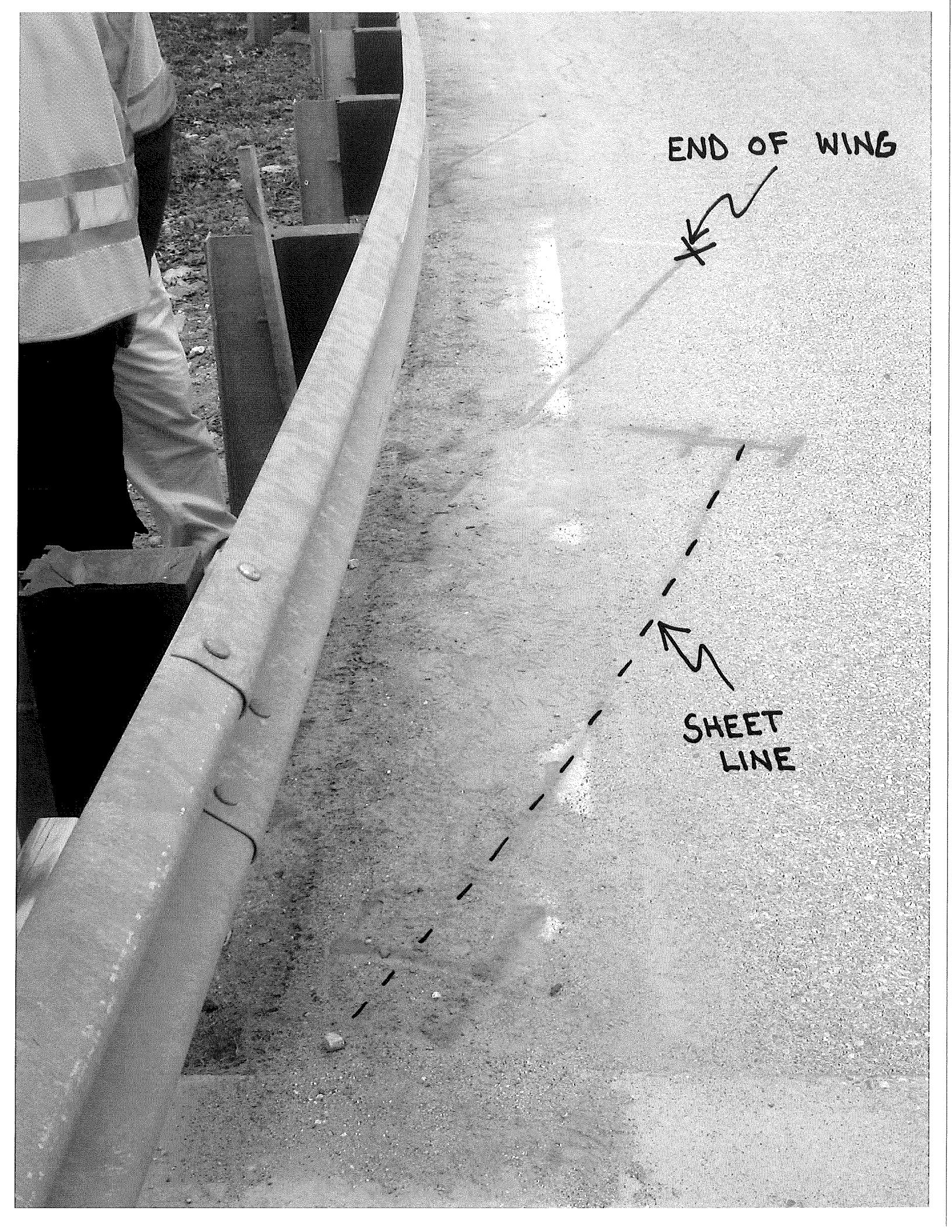
Phase 4 Drainage Structure: A drainage line shall be located at the intersection of Water Street and Route 30. Flaggers shall be utilized to maintain traffic at Water Street during installation.

Phase 5 Roadwork and Paving: During paving operations, flaggers shall be utilized to maintain local traffic within the work limits.

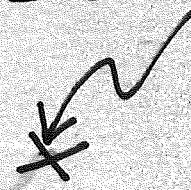
Phase 6 Box Culvert Installation: The box culvert shall be installed in two separate phases to maintain access to Fire Drive. Fire Drive shall also be widened to the West to minimize conflict with Fire Department daily operations.

Wingwall #1 Installation Plan View



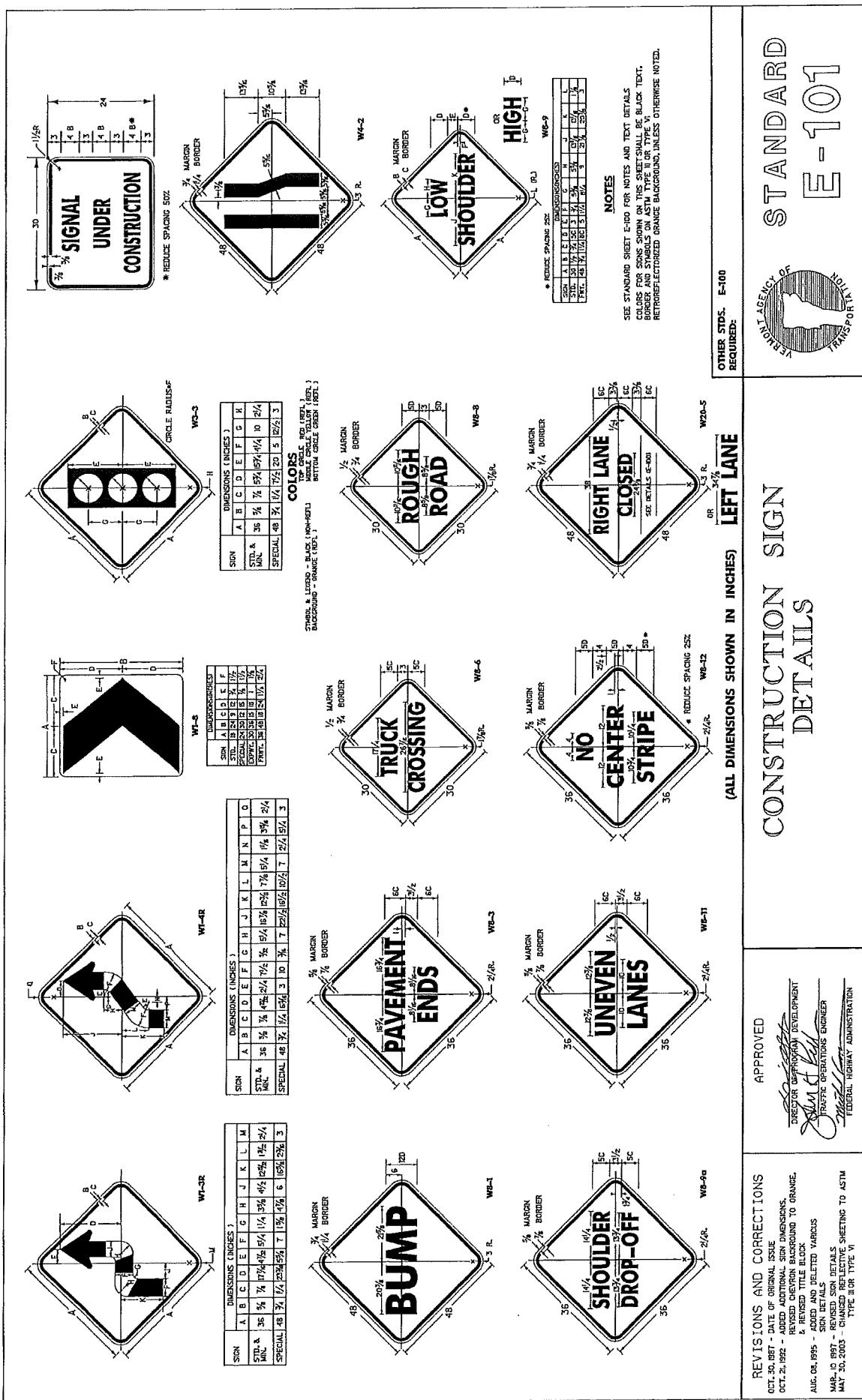


END OF WING



SHEET
LINE





STANDARD
E-101



